

East Bay Corridor

at Barrington Senior Center

June 10, 2003 from 6:30pm to 9:00pm

Approximately 5 residents of the East Bay corridor attended the public workshop on June 10, 2003 in Barrington, Rhode Island. The cities and towns represented at the workshop were: Barrington, East Providence and Warren. A representative from Senator Jack Reed's office was in attendance.

Workshop Participants

- 2 had lived in the corridor more than 25 years
- 1 had had lived in the corridor 15-20 years
- 1 had had lived in the corridor less than 10 years

Corridor Municipalities

- Barrington
- Bristol
- East Providence
- Warren

Major Roads of the Corridor

General Comments

- Many commute to Providence by bus
- Need car within Corridor
- Park n' Ride is heavily used
- Bus #60 is one of the most popular
- Residents use bus to Newport
- Bus is multi-directional and multi-purpose
- Southern Bristol uses Route 24 to Route I-195 to commute to Providence
- Within Corridor, Route 114 is considered beautiful with pedestrian scale while Route 136 is considered unattractive with too much small-box development

Route 114

- Major road into Providence
- Commuter road
- Has good pedestrian access in towns but not ADA compliant due to historic character
- Historic and big box development

Route 136

- Not pedestrian friendly
- Must have a car to access the road
- Used as part of a bypass for traffic through Fall River

Other transportation modes

Bike Path

- Mostly recreation but used by some for commuting
- Used for daily short trips and non-work trips
- Keeps children off the roads and highly used by students
- Train right-of-way in Portsmouth could be used for bike path

Bus Service

- This is a healthy and highly utilized public transit corridor, especially Bus #60
- Used as transportation for homeless persons attending weekly lunch in the Corridor
- Public transportation is multi-purpose
- Park and Rides fill up quickly (for example, the Park and Ride at White Church in Barrington)
- Residents bus to Newport in the summer

Ferry Service

- Seasonal ferries to Prudence Island and Hog Island
- Heavy summer use in Bristol
- Issues with parking at ferry

Using the Corridor Roads

Participants used the roads to commute into Providence and as connections to the many village centers in the corridor including, Riverside, West Barrington, Barrington, Bristol and Six Corners. There is a range of uses in the corridor from high density mixed use, large lot residential, historic areas and developing coastal communities. The corridor has two main faces: 1) Route 136 - small box commercial, a sea of pavement and parking along a strip of road; and 2) Route 114 - smaller scale, pedestrian oriented and more historic.

Positive Features of the Corridor

The corridor has many **natural amenities** that contribute to the positive features of the corridor. The **scenic views** and bay vistas are visible from the roads. The area boasts small town quality combined with coastal and **historic character**. The area is described as laid back with **developing water front communities**. The roads are good for 'cruising', enjoying the scenery and taking the back roads to capitalize on the great views.

Issues of the Corridor

As much as residents enjoy the benefits of the corridor residents stated concerns about safety, deteriorating aesthetics, environmental impacts and increased growth in the area.

Traffic/Congestion/Access Management

Route 114

- Increased volume of traffic
- Traffic bottleneck and causing slow down of traffic flow
- Crossing the street at RIPTA stops
- Sand on the street
- Bus connection at Route 114 and Pawtucket Avenue has poor access to job locations and medical offices
- Lack of bus turn-outs causes traffic to back up behind stopped buses

Route 136

- Non-intuitive traffic patterns in Warren
- Route 136 and Market Street intersection
- East Bay 'S' curves dangerous in both directions
- Isolation of neighborhoods east of Route 136 (Bristol, Warren)

- Pedestrian crossing is difficult
- Access to developments along the road is cut off and the safety of children on bikes is threatened
- Too many curb cuts
- Large strips of open pavement

Land Use and Sprawl

- Lack of land use controls to contain and designate growth

Aesthetics

- Unattractive signage, too much pavement and poor site development on Route 136
- Lack of landscaping on Route 136

Environment

- Runoff issues because of too much impervious surface
- Run-off into the Kickemuit River
- Drainage issues including flooding and ice in roadways

Access/Service

Bike

- Needs Eastern spur access in Warren
- Side spurs to elementary schools for better student access
- Need access across Mt. Hope Bridge

Ferry

- Under developed option of transportation in coastal communities
- Not utilizing town dock facilities

Bus Service

- Need more Park n' Rides

Issues Identified by Participants at End of Session

At the conclusion of the visioning session, participants were presented with a list of issues and asked to prioritize them. The following chart represents their priorities.

